

# **Chapter Five**

## **Agency and Citizen Coordination**

### **5.1 Introduction**

This chapter discusses coordination and public involvement associated with this EA. The NEPA process is designed to inform the public of the potential environmental consequences of the Proposed Action and involve them in the federal decision-making process. The Intergovernmental Cooperation Act of 1968 and Executive Order 12372, Intergovernmental Review of Federal Programs, requires federal agencies to cooperate with and consider state and local laws when implementing federal actions. Formal notification and opportunities for public participation, coordination with MoDOT, as a cooperating agency on this EA, as well as informal coordination with government agencies are incorporated into the EA process.

### **5.2 Agency and Public Scoping**

As an outcome of the Airport's recently completed Master Plan process, two programs are being advanced: the Consolidated Terminal Program, which is evaluated in this EA and the West Airfield Program, which was previously evaluated under a separate NEPA process. Although each program is being evaluated separately, the FAA determined that a combined scoping process was appropriate to be conducted due to the anticipated implementation timeframes of these two programs.

STL and the FAA completed governmental agency and public scoping activities to determine the range of issues to be analyzed and to what magnitude they were to be treated. Key governmental agencies were invited to participate in an agency scoping meeting to provide any information they wished to be considered in the EA. The list of agencies invited is included in Appendix A.

The agency scoping meeting was conducted virtually on December 15, 2022. At this meeting, STLAA and the EA consultant team made a presentation about the Proposed Actions and the preliminary scope of environmental analyses to be included in the NEPA documents. There were 17 representatives of state and local agencies that participated in the agency scoping meeting. In addition to the agency scoping meeting, a public scoping meeting was held that same day to introduce the environmental review process and solicit feedback on issues or concerns to be evaluated during the NEPA processes.

Several methods were used to notify the public of the public scoping meeting. Postcards announcing the meeting date, time, location and purpose were mailed to 14,110 residences and businesses within a one-mile radius of the Airport. Email invitations were sent to 49 project stakeholders who were part of the Airport's Master Planning process and to 101 individuals who registered for updates at a May 2022 Master Plan Open House. Airport officials placed six (6) social media posts and advertised on their FlySTL website. Both a media advisory and press release were distributed to local media outlets.

The Public Scoping Meeting involved an open house format as well as a formal presentation followed by audience questions. A total of 65 people were in attendance. Attendees viewed several display boards at their leisure. Airport and FAA officials, along with the project consultant team, were stationed around the room to explain the boards and to answer any questions. At the final station, meeting attendees could provide their feedback either by completing a survey online using their personal smart phone or an iPad on display or a paper survey.

Two times during the Public Scoping Meeting, there was a formal presentation given by airport officials and their consultants. The presentation focused on an overview of both the Consolidated Terminal Program and the West Airfield Program, and an explanation of the environmental review process. After the presentations, audience members were given the opportunity to ask questions. Following the meeting, a recording of the presentation was posted on the FlySTL website along with the comment form.

In addition to completing an online comment form, agencies and the public could email or mail their comments to Airport Project Manager, Jay Christians, or FAA Project Manager Scott Tener during the scoping comment period (December 15, 2022 – January 16, 2023).

Comments were received from the following three public agencies during the scoping comment period:

- **Missouri Department of Transportation (MoDOT)** noted that secondary and cumulative impact analysis will be required.
- **Missouri State Historic Preservation Office (SHPO)** noted that demolishing the Missouri Air National Guard buildings will result in an adverse effect determination under Section 106 of the National Historic Preservation Act and other factors will be reviewed in determining impacts on the terminal domes.
- **Metropolitan St. Louis Sewer District (MSD)** commented that resource impacts, alternatives and permits required should be addressed. MSD submitted additional comments via email after the scoping meeting, primarily related to water resources, including floodplains, stormwater, wetlands, and associated approvals and permits that may be required.

Two tribes submitted letters, via email, during the scoping comment period:

- **Osage Nation** Historic Preservation Office requested copies of previous archaeological survey report within the APE and expressed interest in protecting its historic and ancestral cultural resources.
- **Eastern Shawnee Tribe of Oklahoma** Cultural Preservation Department noted that the project proposes No Adverse Effect or endangerment to known sites of interest to the tribe, but requested stopping ground disturbing activity and contacting the tribe and appropriate state agencies should the project inadvertently discover and archaeological site or object(s).

Eight comment forms (six paper and two online) and one email were submitted from individuals during or after the public scoping meeting. The comments covered a wide range of topics that should be considered, including economic impacts, interstate impact and access, MetroLink connectivity and access, Terminal 2 reuse, funding, deicing and soil contamination and wetlands.

In addition to the above referenced scoping comments, an email was submitted from a community and strategic planning consultant for the City of Woodson Terrace, which included the following documents:

- Letter from City of Woodson Terrace
- Woodson Road Airport Connection/Corridor Study
- City of Woodson Terrace Comprehensive Plan
- Gateway Community Corridors Strategy
- Municipal Resolutions and Letters of Support for Gateway Community Corridors Initiative from City of Woodson Terrace, City of Berkley, City of Kinloch, and City of Bridgeton.

There were several topics included in the Woodson Terrace letter and supporting documentation, including noise, pollution, I-70 access, connectivity and associated economic impacts and benefits, MetroLink and public transit connectivity, possible land use impacts, roadway alternatives, mitigation of adverse impacts, urban quality, historic and cultural resources, and support of regional goals.

A copy of the STL scoping summary document, which includes the notices, presentation materials, as well as verbatim and summarized comments received during the scoping process, is included in Appendix A. Comments received during the scoping process have been evaluated and addressed in Chapter 3, in the applicable sections for each resource category.

### **5.3 Local and Governmental Agency Coordination**

In November 2023, a briefing was conducted with the Gateway Airport Communities Coalition (GACC), which includes communities and stakeholders in proximity of STL and along the I-70 corridor in St. Louis County. The purpose of this briefing was to provide a recap of the airport planning requirements that led to the consolidated terminal a status update on the Consolidated Terminal Program planning process, identify landside access alternatives, and discuss other comments or concerns of the participants.

In response to the connectivity and access concerns brought up during the scoping process, three concepts were discussed, including 1) providing an access-controlled shuttle bus lane into the proposed terminal loop, 2) maintaining eastbound flow through the Airflight intersection north of I-70, and 3) providing a turnaround nearer to the consolidated terminal loop to avoid having to go all the way to Terminal 2 to turnaround to enter back into the loop road. While these concepts have not been modeled or analyzed in detail as part of this EA, STL has committed to further study these connectivity concepts during the design process in coordination with the GACC. A copy of the GACC briefing presentation, briefing memo that summarizes comments and discussions, and additional information on the three access concepts are included in Appendix A.

Substantial coordination has also been conducted with MoDOT due to the proposed access improvements along I-70. Associated correspondence is included in Appendix K.

Other agency correspondence is included in the respective Appendices associated with each of the resource categories as noted in Chapter 3.

## 5.4 Availability of the Draft EA

A Notice of Availability (NOA) announcing the availability of the Draft EA, Draft MOA and Draft Section 4(f) Evaluation, and a Notice for a Public Meeting was published in the St. Louis Post Dispatch, a newspaper of general circulation, on July 3, 2024. A copy of the Affidavit of Publication is included in Appendix A.

During the public notice period, the Draft EA was made available to the public for review online at the FlySTL website at <http://www.flystl.com/civil-rights/public-notice-and-reports>. Paper copies of the Draft EA were also available at the following public locations.

Bridgeton Trails Library Branch  
3455 McKelvey Road  
Bridgeton, MO 63044-2500

Rock Road Library Branch  
10267 St. Charles Rock Road  
St. Ann, MO 63074-1812

Oak Bend Branch (temporary St. Louis County Library headquarters)  
842 S. Holmes Avenue  
St. Louis, MO 63122-6507

Jim Neidel  
Planning Manager  
St. Louis Lambert International Airport  
(w) 314-551-5027  
[jrneidel@flystl.com](mailto:jrneidel@flystl.com)  
Contact Mr. Neidel to request a hard copy of the draft document.

The Draft EA was also sent for review to governmental agencies and communities in and adjacent to the project study area. A copy of the email cover memo and agency distribution list is included in Appendix A.

A public meeting was held on August 6, 2024, from 4 p.m. to 7 p.m. at the St. Louis Lambert International Airport's Concourse B. The meeting included two presentations followed by an opportunity to view visual displays and speak with project representatives. A summary of the public meeting, including presentation materials, notices, substantive comments received during the public comment period, July 3 through August 16, 2024, and responses to the comments are provided in the Public Meeting Summary Report included in Appendix A. Comments received during the public comment period, including during the public meeting, have been considered in the preparation of this Final EA.